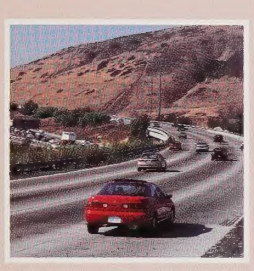
98 00629



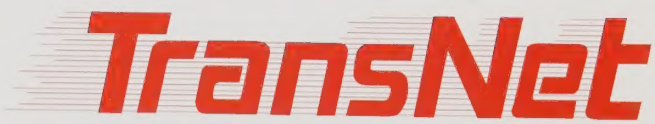
TransNet

1988 - 1998

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY
JUL 16 1998
UNIVERSITY OF CALIFORNIA

Ten Years of Transportation Progress in the San Diego Region

San Diego
ASSOCIATION OF
GOVERNMENTS



1988 - 1998

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Executive Summary

Turn back the clock ten years. *With the economy booming and the population soaring in the late 1980's, keeping the San Diego region on the move was a high priority among residents, business people and elected officials.*

The challenge was how best to expand and improve the existing highway, trolley, and rail system, and maintain the local roads that crisscross the region's 18 cities and county communities. The challenge was met when local mayors, council members, and county supervisors developed a regional consensus with their constituents on the types and locations of needed transportation projects.

Transportation became so important ten years ago, that a majority (53%) of this region's voters approved a ballot proposition to pay for improving the overall transportation system by increasing their local sales tax by a ½% for 20 years.

Today, this sales tax increase translates into the most ambitious public works program in the history of the region. This voter-approved, multi-billion dollar, local transportation sales tax effort is known as TransNet.

Overall, the 20-year TransNet program will...

- *build and upgrade more than 60 miles of highway,*
- *add 35 miles to the trolley system,*
- *provide 65 miles of commuter rail service,*
- *expand bus and dial-a-ride services, and*
- *help the region's 18 cities and county communities improve and maintain local streets.*

TransNet also provides $1 million annually to help pay for bicycle projects throughout the region.

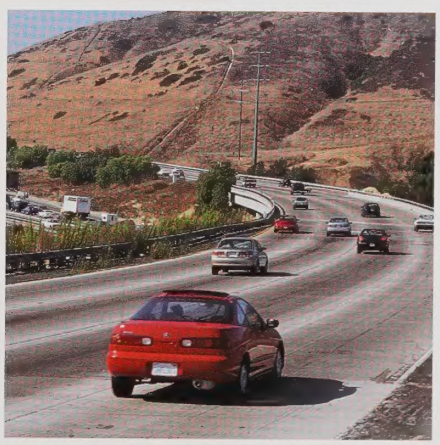
Now halfway into the 20-year TransNet program and despite the severe economic recession of the early 1990's, the San Diego Association of Governments (SANDAG) estimates that the program is more than 60% complete.

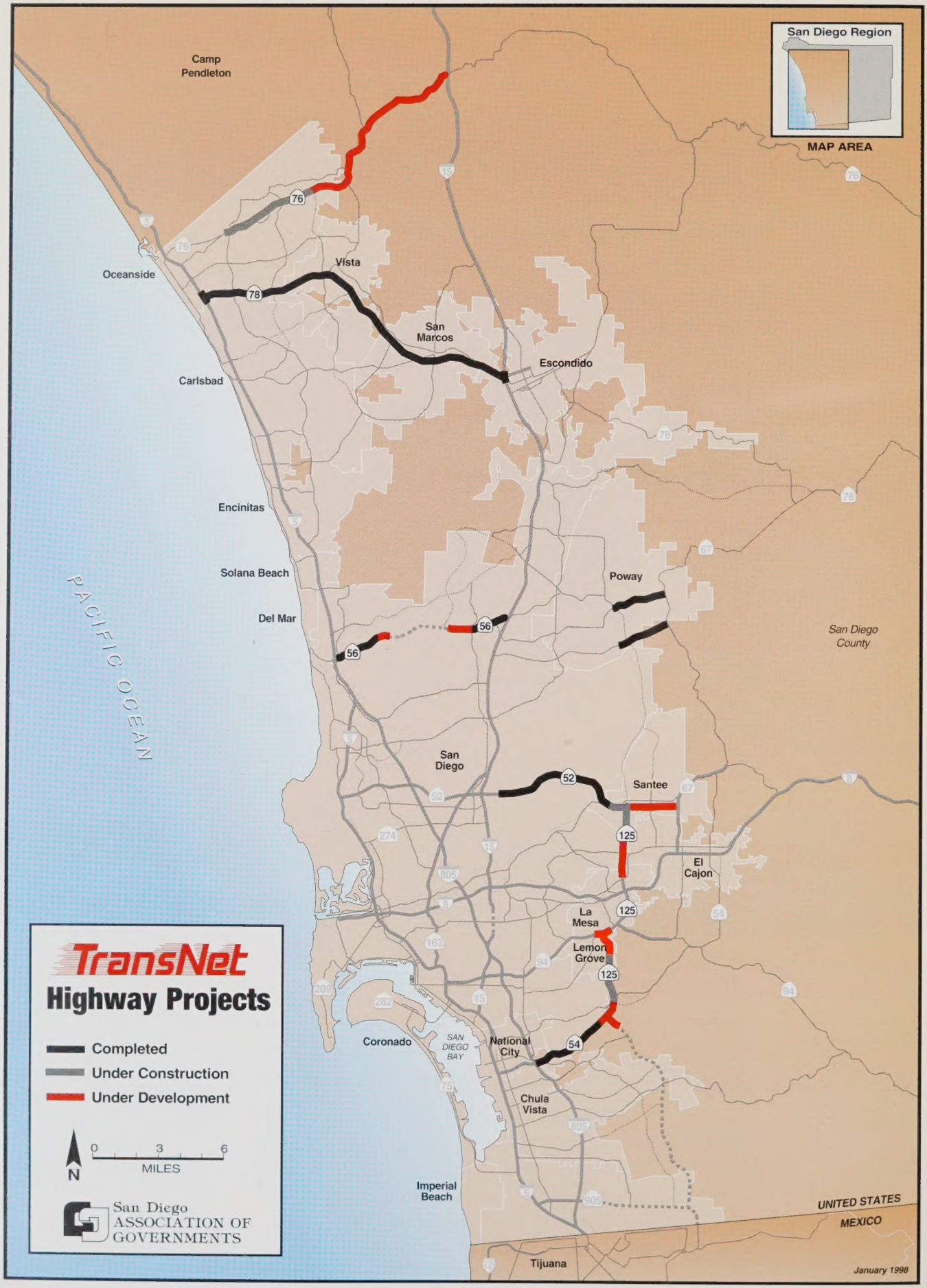
By the time the TransNet program ends in 2008, the total sales tax revenue collected will exceed $3 billion. TransNet revenues are divided equally among three major transportation categories - highways, public transit, and local streets.

This revenue split, which was contained in the 1987 ballot proposition, provides for improvement to the entire transportation system in the region, not just any one or two parts. The 1987 ballot measure also detailed which highway and public transit projects the revenue would help fund.

The SANDAG Board of Directors administers the TransNet program serving as the San Diego County Regional Transportation Commission. SANDAG Directors are mayors and council members from each of the region's 18 cities and a county supervisor.

Highways




San Diego Region
MAP AREA
Camp Pendleton
Oceanside
Vista
San Marcos
Escondido
Carlsbad
Encinitas
Solana Beach
Del Mar
Poway
San Diego County
San Diego
Santee
El Cajon
La Mesa
Lemon Grove
National City
Coronado
SAN DIEGO BAY
Chula Vista
Imperial Beach
Tijuana
UNITED STATES
MEXICO
PACIFIC OCEAN
TransNet
Highway Projects
Completed
Under Construction
Under Development
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MILES
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San Diego ASSOCIATION OF GOVERNMENTS
January 1998

Highways

The $1 billion of TransNet funds available for highway improvements are being combined with other local funds as well as state and federal monies to add more than 60 miles of new and upgraded highways throughout the region. To date, 38 miles have been added to the highway system and 9 miles are currently under construction. The California Department of Transportation, Caltrans, is working in close partnership with SANDAG to provide highway design work and construction oversight.

These highway additions are improving road safety and easing freeway traffic congestion.

The two major TransNet highway projects in North County are Routes 76 and 78, which link the Cities of Oceanside, Vista, San Marcos, and Escondido, and the communities of Bonsall and Fallbrook.

Along ***Route 76****, a new four-lane expressway will connect to the Oceanside Bypass at Foussat Road, and run east paralleling Mission Avenue on a new alignment for approximately half of the six miles to Melrose Drive. Signalized intersections are planned at Douglas Drive, Rancho Del Oro Drive, Old Grove Road, Frazee Road, College Boulevard, North Santa Fe Avenue, Guajome Lake Road, and Melrose Drive.*

This new highway segment is scheduled to be opened to traffic by April 1999. From Frazee Road east, the new expressway replaces the existing two-lane road. There also is enough room to expand the Route 76 expressway to six lanes in the future as traffic builds in the North County.

Removing traffic bottlenecks on ***Route 78****, ramps were improved at both I-5 (in 1997) and I-15 (in 1994). Route 78 has been widened to six lanes along its 17-mile length from Interstate 5 to Interstate 15, using federal funds. TransNet helped pay for ramp meters at all highway entrances to improve traffic flow. In addition, more than 40 other interchange and local street improvements are in progress to improve traffic along Route 78.*

In the mid-county area, the TransNet highway program includes construction of the two end sections of ***Route 56****. The four-lane section in*

Rancho Penasquitos opened in 1993, and includes interchanges at Black Mountain Road, Rancho Penasquitos Boulevard and connects with Interstate 15.

The four-lane section of Route 56 in Carmel Valley beginning at El Camino Real and ending east of Carmel Country Road opened in 1995. It includes interchanges at El Camino Real, Carmel Creek Road and Carmel Country Road.

The City of San Diego has nearly completed the location and environmental analyses for the 4-mile middle section of Route 56. The entire highway should be opened to traffic by 2001. TransNet is paying for $59.4 million of the total estimated cost of $185 million for the entire 9-mile length of the route connecting Interstates 5 and 15.

In October 1997, the City of Poway celebrated the opening of the new 4-mile ***Scripps-Poway Parkway****. Of the $35 million it cost to open this road, $14 million has been paid for through the TransNet ½% local sales tax program. TransNet also funded safety improvements and resurfacing of the* ***Poway Road Grade*** *from Espola Road 3 miles east to Route 67, which was completed in 1991.*

The single longest section of new highway under the TransNet program is the eastward extension of ***Route 52****. The first seven-mile section of Route 52 opened to traffic in 1993 between Tierrasanta at I-15 and the City of Santee at Mission Gorge Road. This new highway segment immediately relieved traffic congestion on Mission Gorge Road and Interstate 8. Interchanges along Route 52 are located at Santo Road and Mast Boulevard.*

The eastward extension of Route 52 to Route 125 will be completed by the summer of 1998. During the next ten years, Route 52 will be extended east another 3 miles and connect with Route 67. Interchanges will be build at Route 125 (now under construction), Fanita Drive, Cuyamaca Street and Magnolia/Prospect Avenue.

A unique aspect to Route 52's eastward extension is one of the most comprehensive highway mitigation projects undertaken in the State of

California. Before the highway could be built, a new $7 million habitat for an endangered songbird, the least Bell's vireo, was created in 1990 in the Hollins Lake area.

South of Route 52, two major sections of ***State Route 125*** *are under construction. One segment, known as 'Fanita,' extends 4.4 miles south from Route 52 to Fletcher Parkway, and will connect to Interstate 8 by 2003. The 'Sweetwater' section of SR 125 will connect Routes 94 and 54. This 5.2-mile highway section is scheduled to be open to traffic in 2001.*

Route 125 ***Fanita*** *is being completed as a six-lane freeway with interchanges at Fletcher Parkway/Amaya Drive, Navajo Road, Grossmont College Drive, and Mission Gorge Road with connector ramps to Route 52.*

The ***Sweetwater*** *portion of Route 125 will consist of three general traffic lanes and one high occupancy vehicle lane in each direction. Interchanges are being built at Elkelton Place/Jamacha Boulevard and Jamacha Road with connector ramps to Route 94. The design also accommodates a future interchange to/from the south at Palm/Troy Streets. A major flood control facility has been built underneath the new freeway.*

In the South Bay, ***Route 54*** *is being improved to a six-lane freeway with a parallel high occupancy vehicle lane in each direction. The $12 million initial project completed in 1993 widened two miles of Route 54 to six lanes from Interstate 805 to a newly aligned Reo Drive interchange. Other interchanges have been built at Woodman Street and Briarwood Road. Route 54 will be furthered widened to eight lanes from I-805 to Route 125, as traffic builds to forecasted levels.*

SR76 WEST

LENGTH: 5.2 miles

FACILITY: 4 lane expressway

COMPLETION: 1999

EXPENDITURES TO DATE:

TransNet Sales Tax	$23.7 million
State Funds	0.5 million
Federal Funds	18.4 million

TOTAL COST: $ 85 million

SR76 EAST

LENGTH: 10.0 miles

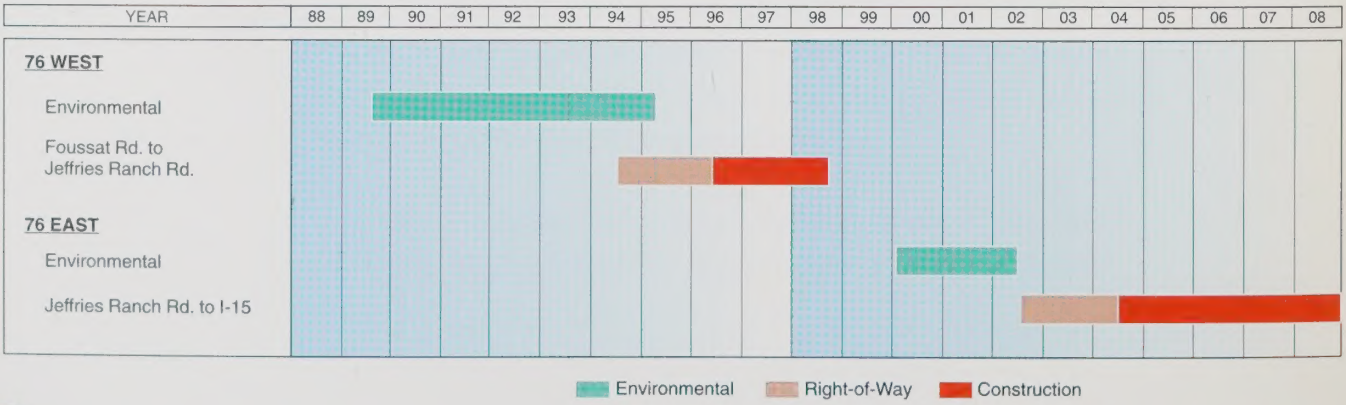
FACILITY: 4 lane highway

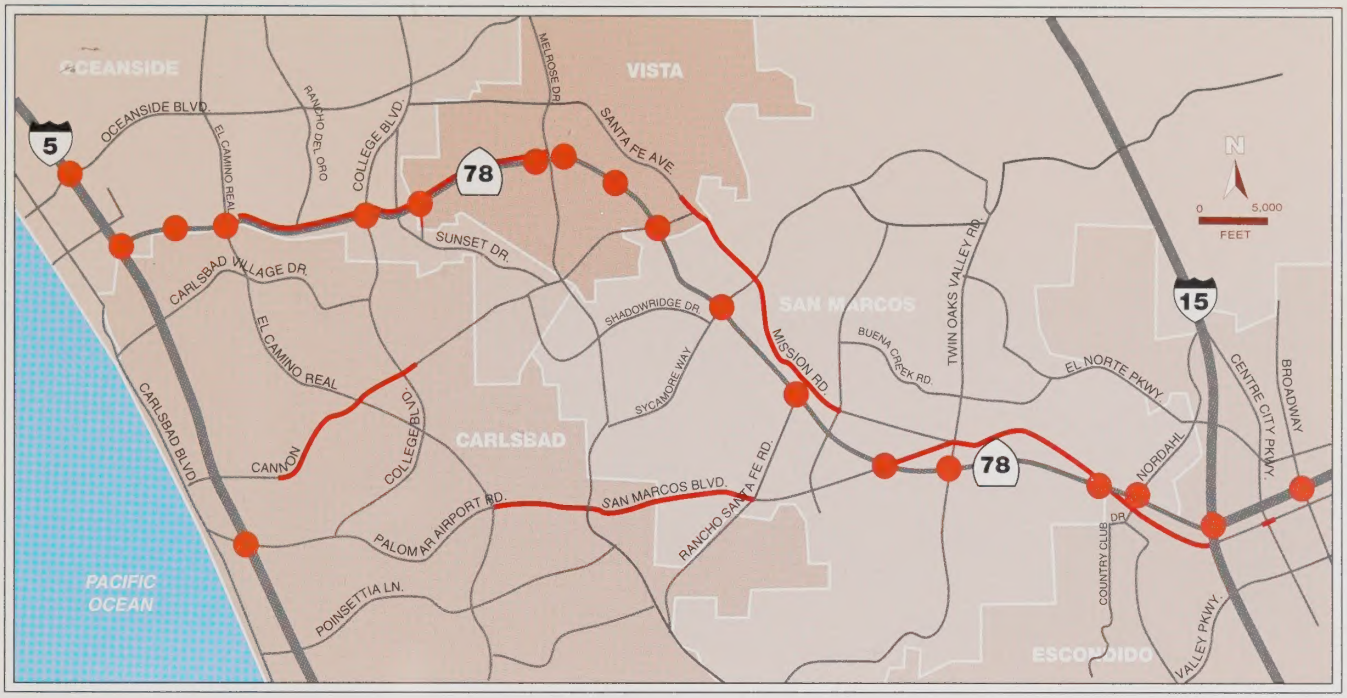
COMPLETION: 2010

EXPENDITURES TO DATE:

TransNet Sales Tax	$ 2.1 million
Federal Funds	0.4 million

TOTAL COST: $115 million





LENGTH: 17.3 miles

COMPLETION: 2002

EXPENDITURES TO DATE:

TransNet Sales Tax	$12.0 million
State Funds	1.5 million

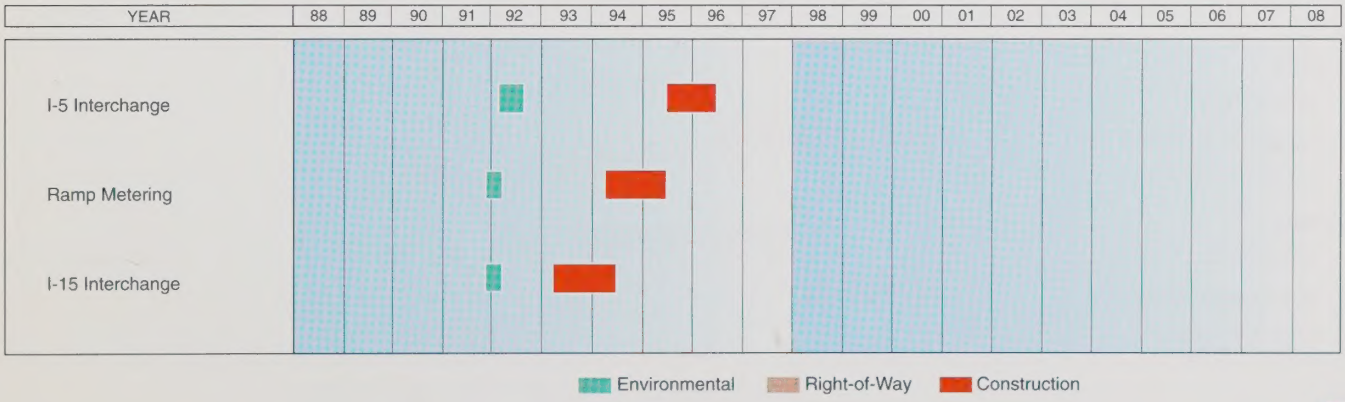
TOTAL COST: $ 85.6 million

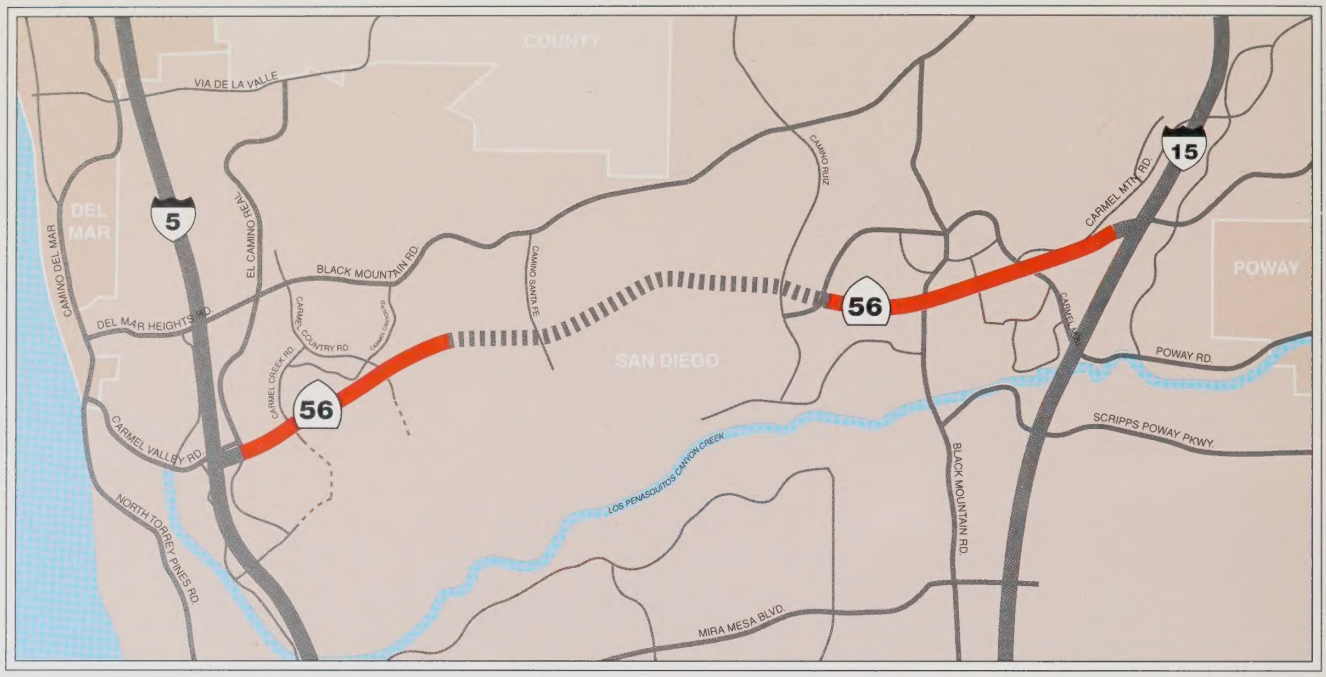
RAMP METERING: SR78 (16 locations)
I-5 at Palomar Airport Road

ARTERIAL STREET IMPROVEMENTS
26 local arterial street projects

I-5 INTERCHANGE IMPROVEMENTS:
Palomar Airport Road
Oceanside Boulevard

SR78 INTERCHANGE IMPROVEMENTS:
College Boulevard
Emerald Drive
Vista Village Drive
Escondido Avenue/Sunset Drive
Sycamore Avenue
San Marcos Boulevard
Twin Oaks Valley Road
Escondido Boulevard
Broadway





SR56 WEST

LENGTH: 2.1 miles

FACILITY: 6 lane freeway

INTERCHANGES:

El Camino Real
Carmel Creek Road
Carmel Country Road

COMPLETION: 1995/2001

EXPENDITURES TO DATE:

TransNet Sales Tax	$28.6 million
State Funds	5.6 million

SR56 EAST

LENGTH: 2.4 miles

FACILITY: 4 lane freeway

INTERCHANGES:

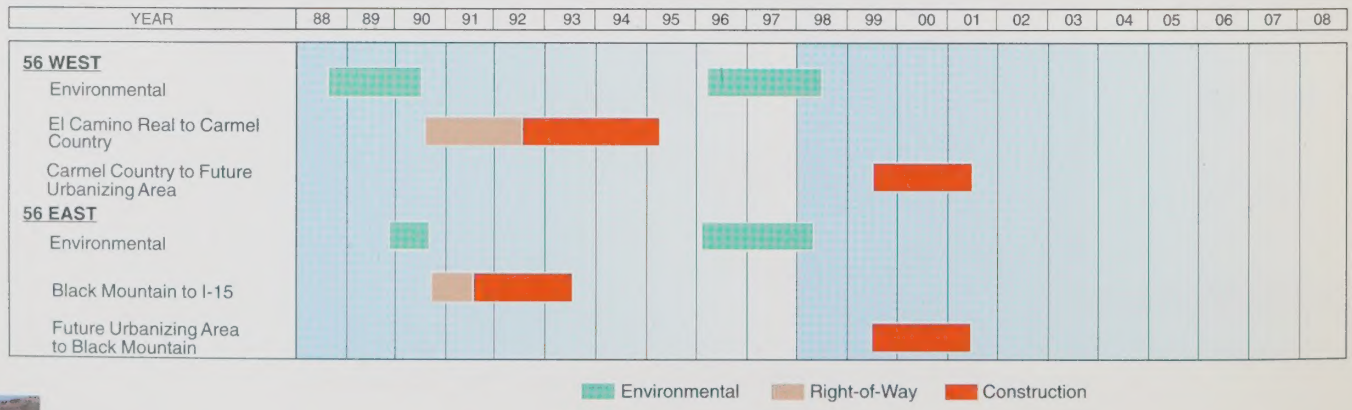
Black Mountain Road
Rancho Penasquitos Boulevard

COMPLETION: 1993/2001

EXPENDITURES TO DATE:

TransNet Sales Tax	$17.7 million
State Funds	2.6 million

TOTAL COST: *(SR56 WEST and SR56 EAST):* $96 million



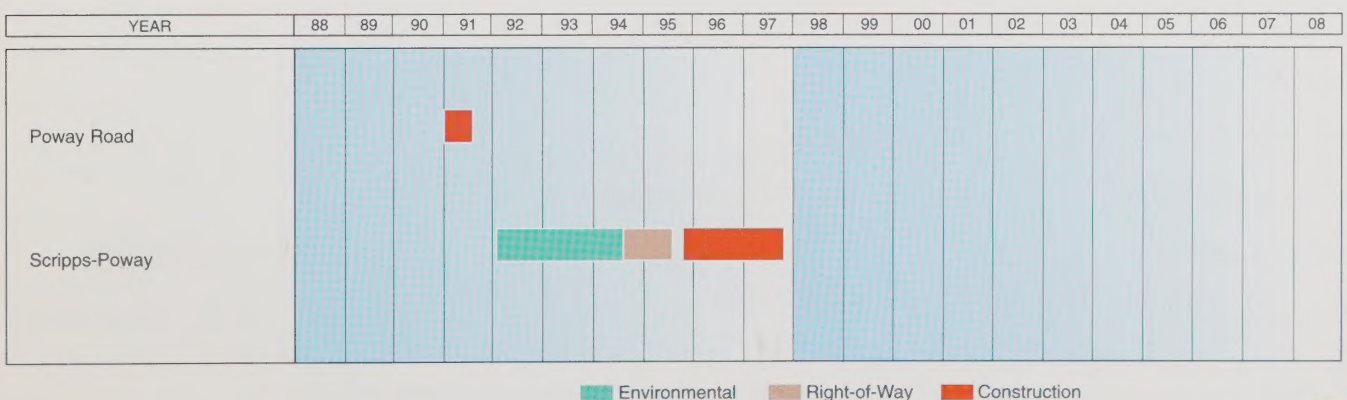
POWAY ROAD AND SCRIPPS-POWAY PARKWAY

POWAY ROAD

LENGTH:	2.7 miles
FACILITY:	2 lane highway
COMPLETION:	July 1991
EXPENDITURES TO DATE:	
TransNet Sales Tax	$1.1 million
TOTAL COST:	$1.1 million

SCRIPPS-POWAY PARKWAY

LENGTH:	3.8 miles
FACILITY:	4-6 lane expressway
COMPLETION:	October 1997
EXPENDITURES TO DATE:	
TransNet Sales Tax	$ 8.8 million
State Funds	2.2 million
Local Funds	24.4 million
TOTAL COST:	$35.4 million



LENGTH: 10.4 miles

FACILITY: 4 lane freeway

INTERCHANGES:

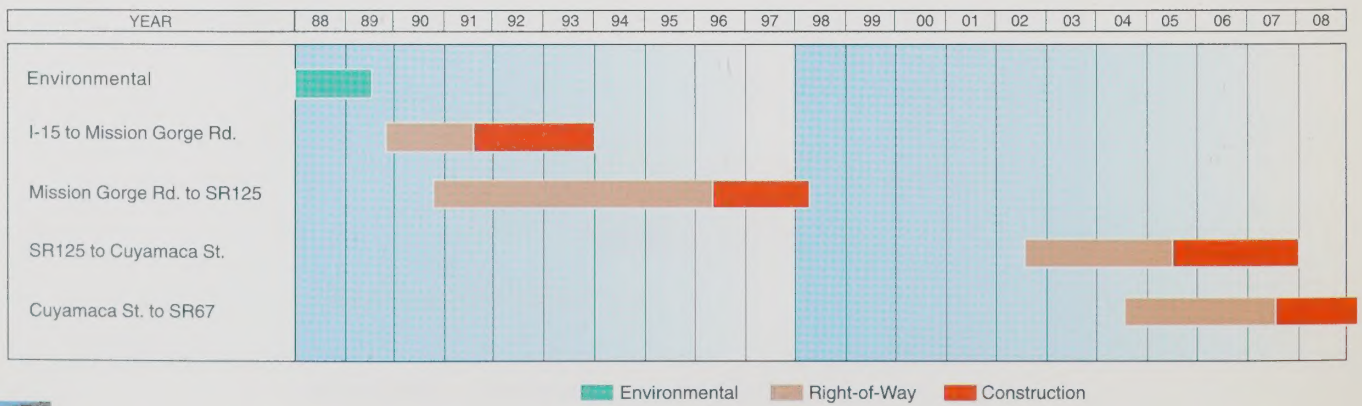
- Santo Road
- Mast Boulevard
- Mission Gorge Road
- State Route 125
- Fanita Drive
- Cuyamaca Street
- Magnolia Avenue
- State Route 67

COMPLETION: 2009

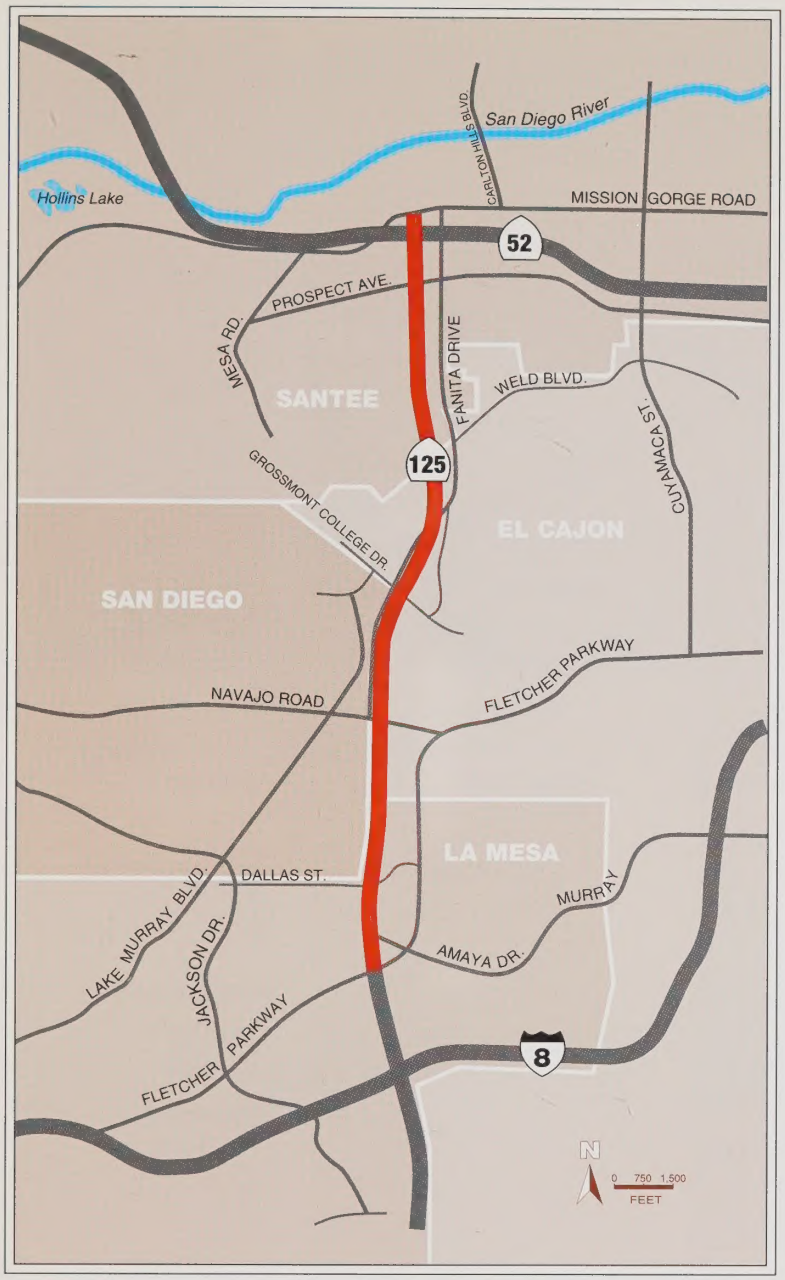
EXPENDITURES TO DATE:

TransNet Sales Tax	$138.6 million
State Funds	14.3 million
Federal Funds	34.8 million

TOTAL COST: $ 386 million



SR125 FANITA



LENGTH: 4.4 miles

FACILITY: 6 lane freeway

INTERCHANGES:

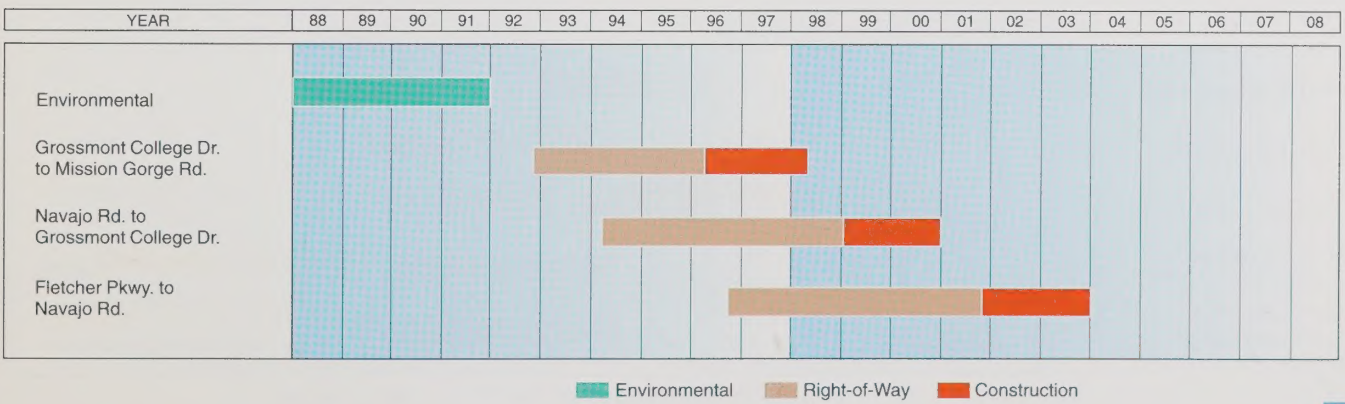
- Fletcher Parkway/Amaya Drive
- Navajo Road
- Grossmont College Drive
- State Route 52
- Mission Gorge Road

COMPLETION: 2003

EXPENDITURES TO DATE:

TransNet Sales Tax	$113.7 million
State Funds	1.6 million

TOTAL COST: $185 million


YEAR
88 89 90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08
Environmental
Grossmont College Dr. to Mission Gorge Rd.
Navajo Rd. to Grossmont College Dr.
Fletcher Pkwy. to Navajo Rd.
Environmental
Right-of-Way
Construction

SR125 SWEETWATER

LENGTH: 5.4 miles

FACILITY: 8 lane freeway

INTERCHANGES:

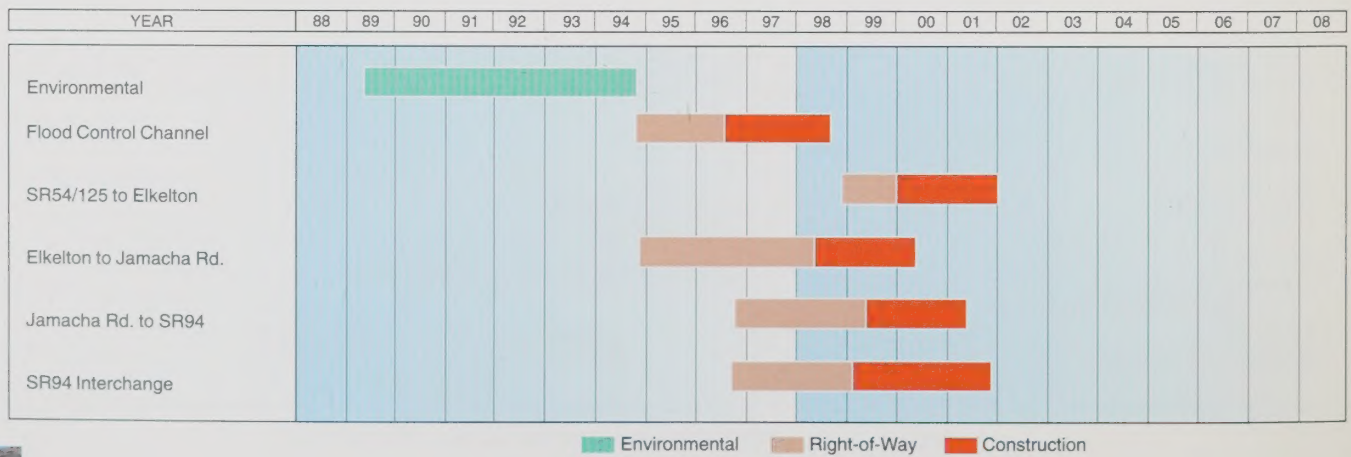
- State Route 54/125
- Jamacha Boulevard
- Jamacha Road
- Palm/Troy Street
- State Route 94

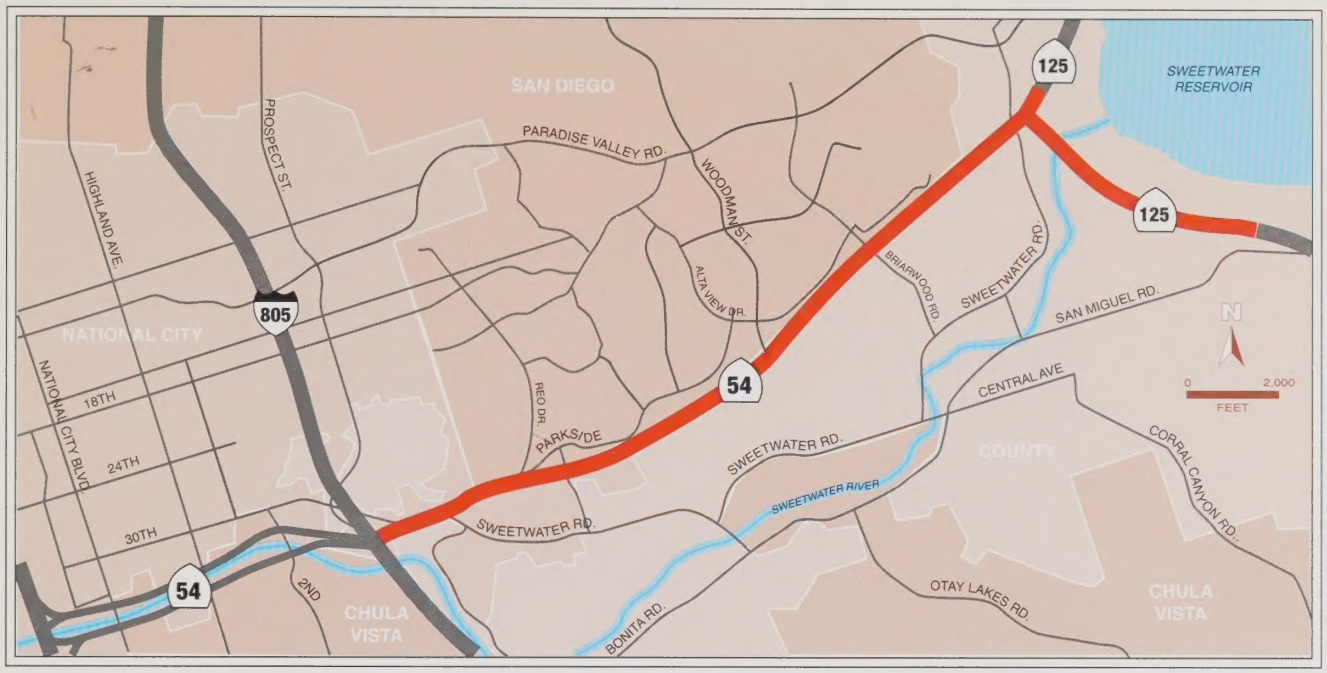
COMPLETION: 2001

EXPENDITURES TO DATE:

TransNet Sales Tax	$29.0 million
State Funds	1.0 million
Federal Funds	54.6 million

TOTAL COST: $318 million





LENGTH: 3.9 miles (SR54)
1.1 miles (SR125)

FACILITY: 8 lane freeway (SR54)
4 lane freeway (SR125)

INTERCHANGES:

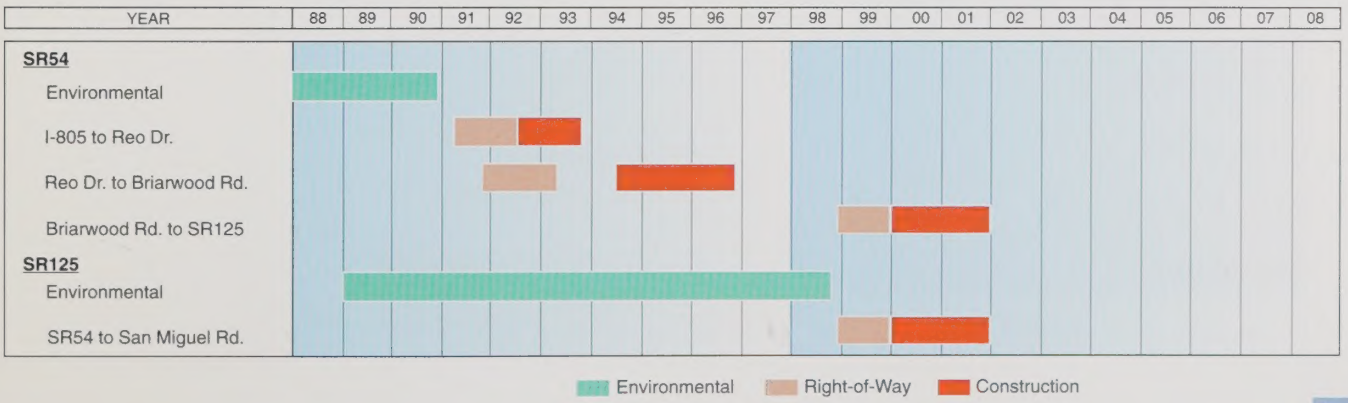
- Reo Drive
- Woodman Street
- Briarwood Road
- SR125

COMPLETION: 2001

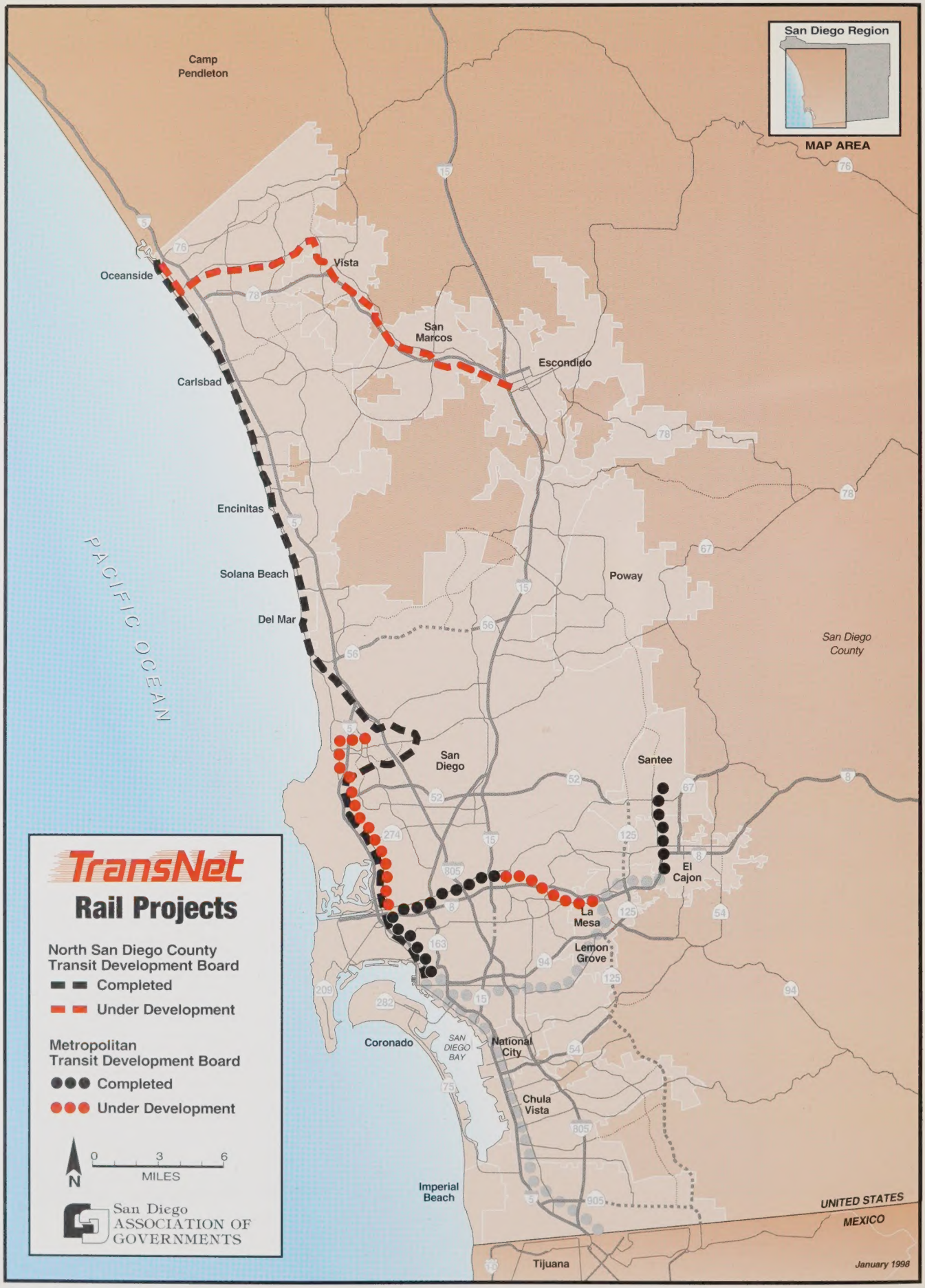
EXPENDITURES TO DATE:

TransNet Sales Tax	$48.5 million
State Funds	7.9 million
Federal Funds	0.1 million

TOTAL COST: $157 million



Rail Transit


San Diego Region
MAP AREA
Camp Pendleton
Oceanside
Vista
San Marcos
Escondido
Carlsbad
Encinitas
Solana Beach
Del Mar
PACIFIC OCEAN
Poway
San Diego County
San Diego
Santee
El Cajon
La Mesa
Lemon Grove
Coronado
SAN DIEGO BAY
National City
Chula Vista
Imperial Beach
Tijuana
UNITED STATES
MEXICO
January 1998
TransNet
Rail Projects
North San Diego County Transit Development Board
Completed
Under Development
Metropolitan Transit Development Board
Completed
Under Development
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MILES
San Diego ASSOCIATION OF GOVERNMENTS

Rail Transit

For people who ride the bus, hop the San Diego Trolley, or board The Coaster Express Rail, TransNet is making significant improvements to the region's public transit system. The $1 billion in TransNet revenues for transit improvements is being combined with federal, state and private funding to add more than 100 miles of trolley and commuter rail services, and to expand express and local bus services as well as dial-a-ride services. The TransNet program has enabled transit operators to reduce monthly pass prices for seniors, the disabled and students.

TransNet is helping the Metropolitan Transit Development Board add rail extensions to the trolley system. The program helped fund the 3.6-mile extension from ***El Cajon to Santee****. This extension opened to riders in 1995 and has stations at Arnele Avenue, Weld Boulevard, and the Santee Town Center.*

In 1996, trolley service was extended 3.2 miles from ***downtown San Diego to Old Town*** *along the existing rail line. From Old Town, the trolley extended its service west into* ***Mission Valley*** *in November 1997, providing connections to the Fashion Valley and Mission Valley Shopping Centers and Qualcomm Stadium. SANDAG provided $120 million in TransNet funding to help pay for over 53% of this part of the trolley system.*

Future trolley extensions will continue the ***Mission Valley line east****, serving the campus of San Diego State University, and connecting with the existing Orange Line of the trolley in La Mesa. When this segment is completed, the trolley will provide a full loop system in the metropolitan area.*

The planned ***Mid-Coast trolley*** *line will run adjacent to Interstate 5 and serve the Golden Triangle area, including UCSD and the University Towne Center area. Work is underway to qualify the north line for federal funding. The initial 3.4-mile Balboa Avenue segment of this extension is scheduled for completion by 2005.*

The Old Town and Mid-Coast trolleys lines provide connections with the TransNet-supported commuter ***Coaster Express Rail*** *service that runs along 42 miles of railroad track between Oceanside and downtown San Diego.*

TransNet funds were used to match state funding to purchase 88 miles of Santa Fe railroad right-of-way along the coast from the Orange County border to downtown San Diego, and from Oceanside to Escondido.

The coastal tracks are used by the Coaster Express Rail Service operated by North San Diego County Transit District. The Coaster provides service for 4,000 daily passengers on 20 daily commuter trains. Service is provided to stations in Oceanside, Carlsbad, Encinitas, Solana Beach, Sorrento Valley, Old Town, and the Santa Fe Depot.

In addition, future rail service improvements are in the works for a light rail-type operation in the Route 78 corridor ***between Oceanside and Escondido****. Transit officials have identified an alignment as well as station locations for this east/west rail project, which also will serve the students, faculty and staff of Palomar College and California State University at San Marcos.*

Where rail projects are not planned, commuter ***express bus*** *improvements are being made. For example, TransNet funds were used to initiate express bus service on the Express Lanes in the Interstate 15 corridor.*

San Diego ASSOCIATION OF GOVERNMENTS

ORANGE LINE/ SANTEE SEGMENT

TransNet

LENGTH: 3.6 miles

EQUIPMENT: Light Rail Transit

OPERATION: Every 30 minutes
5:30 am to 9 pm weekdays
6:30 am to 9 pm weekends

STATIONS: 3: Arnele
Weld
Santee Town Center

RIDERSHIP: 2,000/day

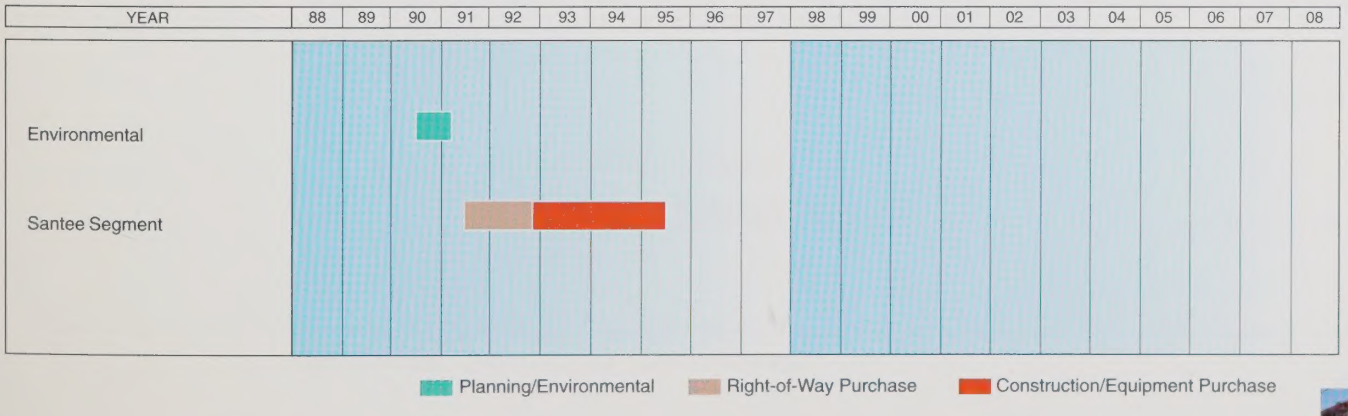
COMPLETION: August 1995

OPERATOR: San Diego Trolley/MTDB

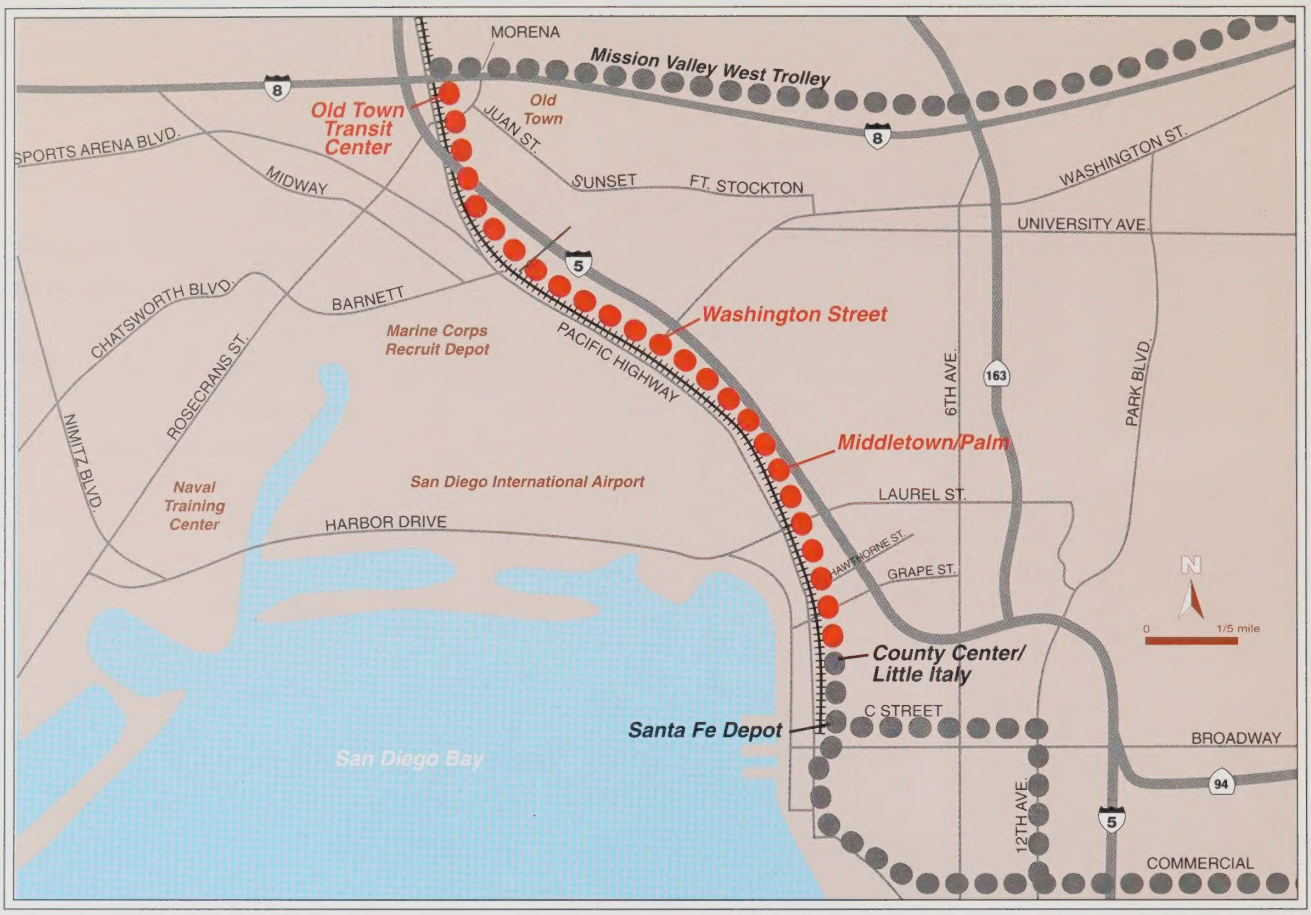
EXPENDITURES TO DATE:

TransNet Sales Tax	$ 79.5 million
State/Other Funds	30.1 million

TOTAL COST: $109.6 million


YEAR
88 89 90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08
Environmental
Santee Segment
Planning/Environmental
Right-of-Way Purchase
Construction/Equipment Purchase

BLUE LINE/ OLD TOWN SEGMENT



LENGTH: 3.2 miles

EQUIPMENT: Light Rail Transit

OPERATION: Every 15 minutes
7.5 minute service during weekday peak hours

STATIONS: 3: Middletown/Palm
Washington Street
Old Town Transit Center

RIDERSHIP: 9,000/day

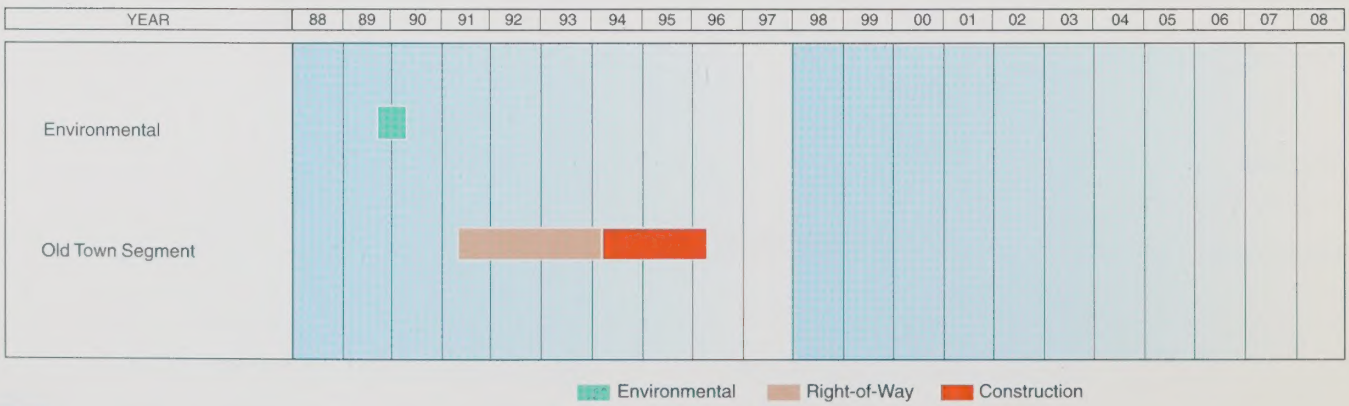
COMPLETION: March 1996

OPERATOR: San Diego Trolley/MTDB

EXPENDITURES TO DATE:

TransNet Sales Tax	$33.9 million
State Funds	76.7 million

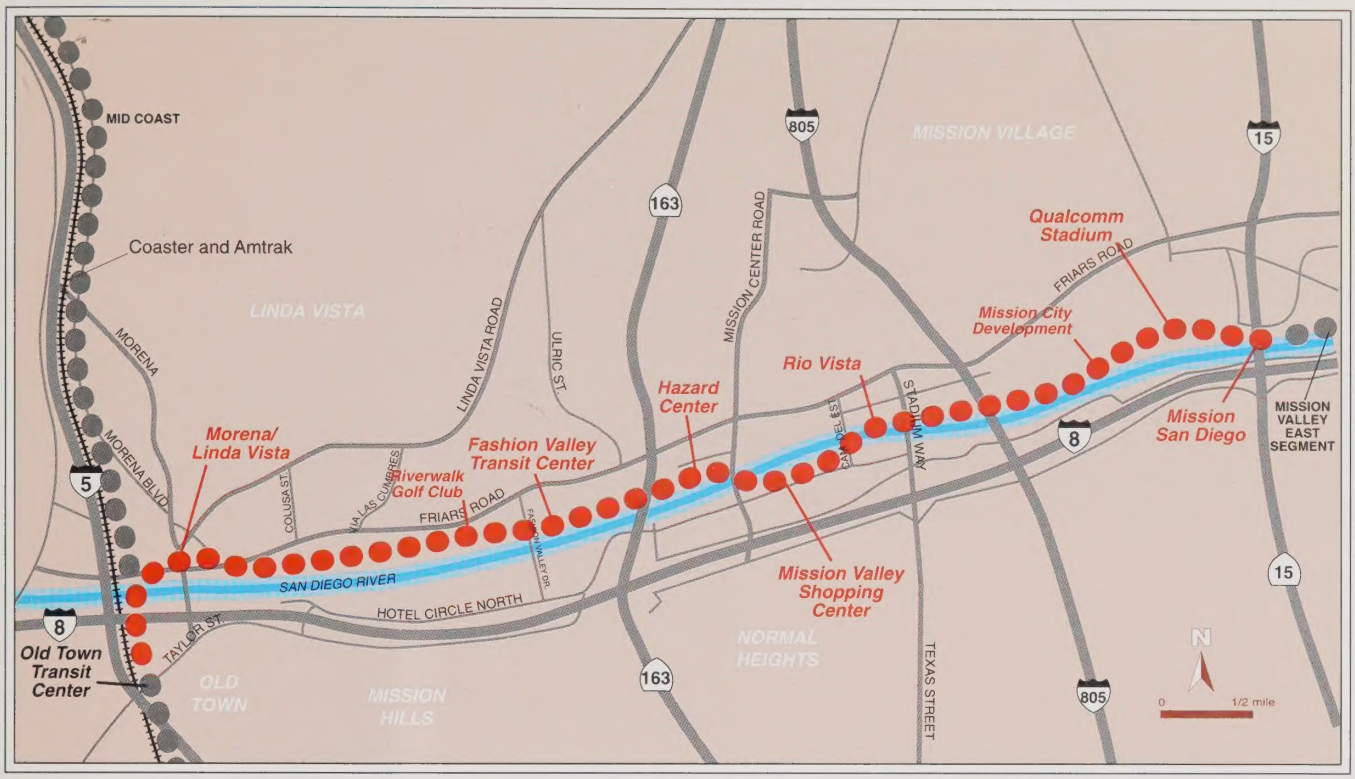
TOTAL COST: $ 111 million



San Diego ASSOCIATION OF GOVERNMENTS

BLUE LINE/ MISSION VALLEY WEST SEGMENT

TransNet



LENGTH: 6.1 miles

EQUIPMENT: Light Rail Transit

OPERATION: Every 15 minutes during the day
Every 30 minutes at night

STATIONS: 7 now; 2 planned

RIDERSHIP: 7,500/day

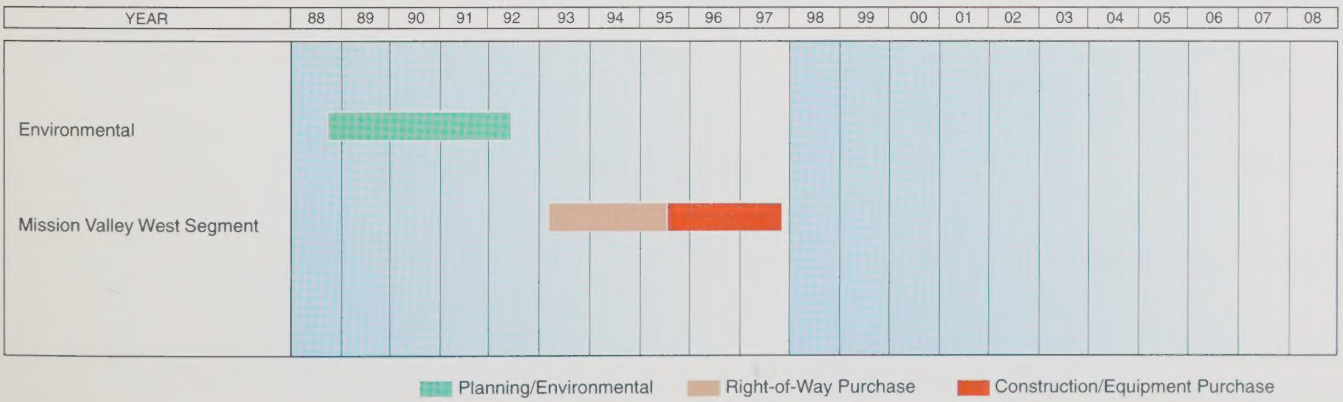
COMPLETION: November 1997

OPERATOR: San Diego Trolley/MTDB

EXPENDITURES TO DATE:

TransNet Sales Tax	$115.0 million
State/Other Funds	104.2 million

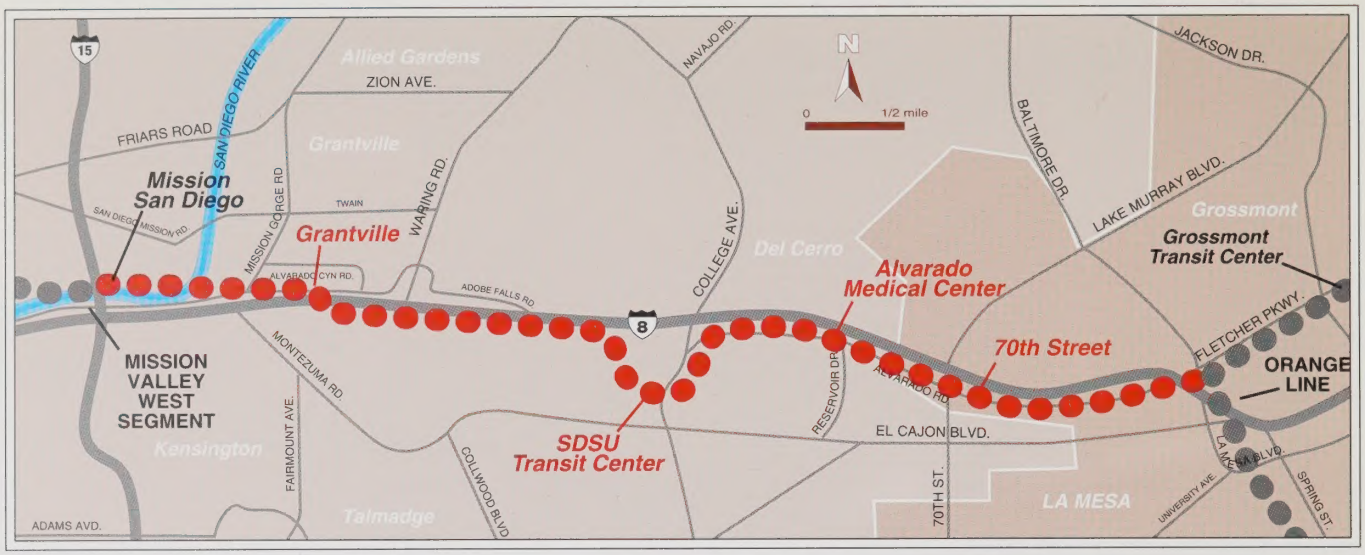
TOTAL COST: $219.2 million



San Diego ASSOCIATION OF GOVERNMENTS

BLUE LINE/ MISSION VALLEY EAST SEGMENT

TransNet



LENGTH: 5.9 miles

EQUIPMENT: Light Rail Transit

OPERATION: To Be Determined

STATIONS: 4:
- Grantville
- SDSU Transit Center
- Alvarado Medical Center
- 70th Street

RIDERSHIP: 10,000/day (2015)

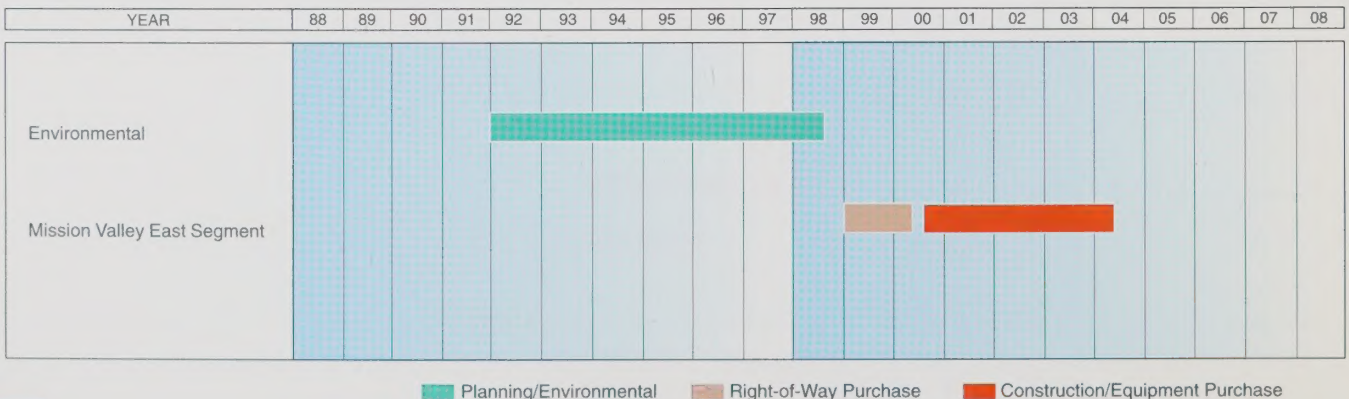
COMPLETION: 2004

OPERATOR: San Diego Trolley/MTDB

EXPENDITURES TO DATE:

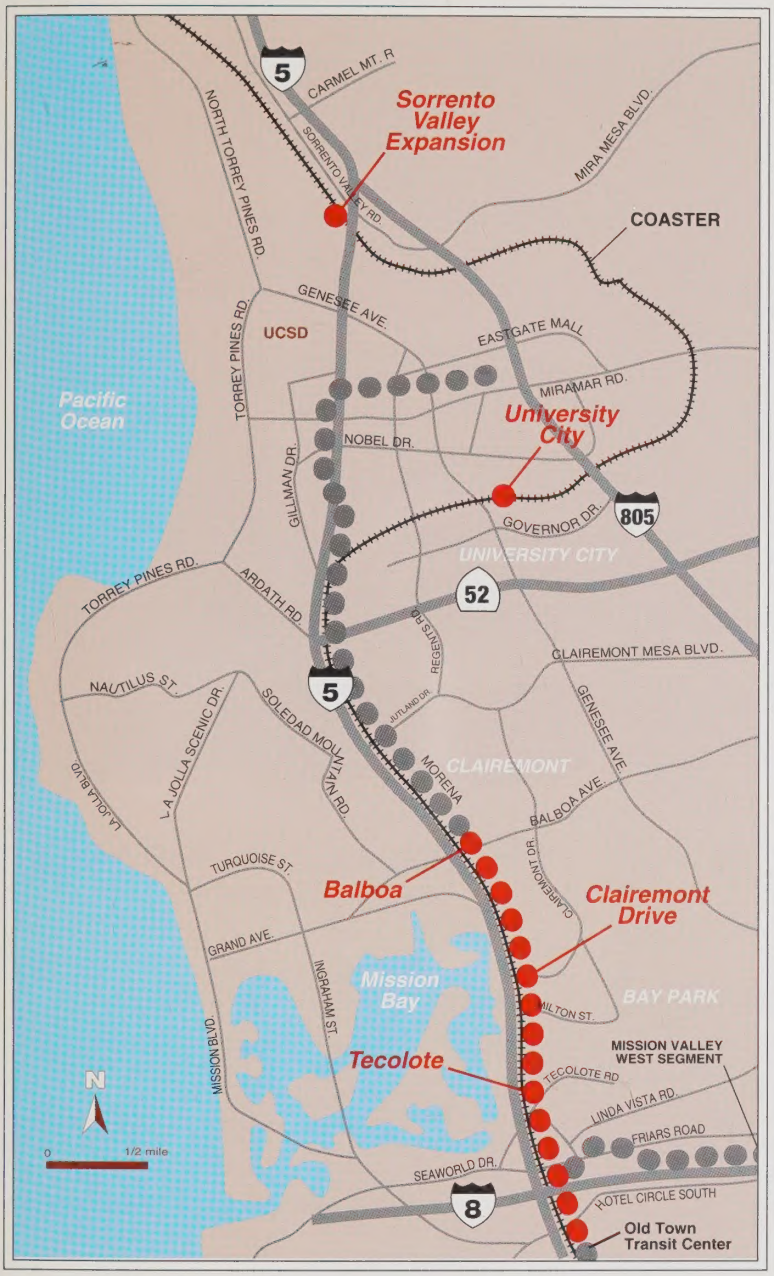
TransNet Sales Tax	$2.7 million
State/Other Funds	6.5 million

TOTAL COST: $361 million



OLD TOWN TO BALBOA EXTENSION

TransNet



LENGTH: 3.4 miles

FACILITY: Light Rail Transit and Commuter Rail

STATIONS:
3 LRT: Tecolote, Clairemont Dr., Balboa
2 Coaster: University City, Sorrento Valley Expansion

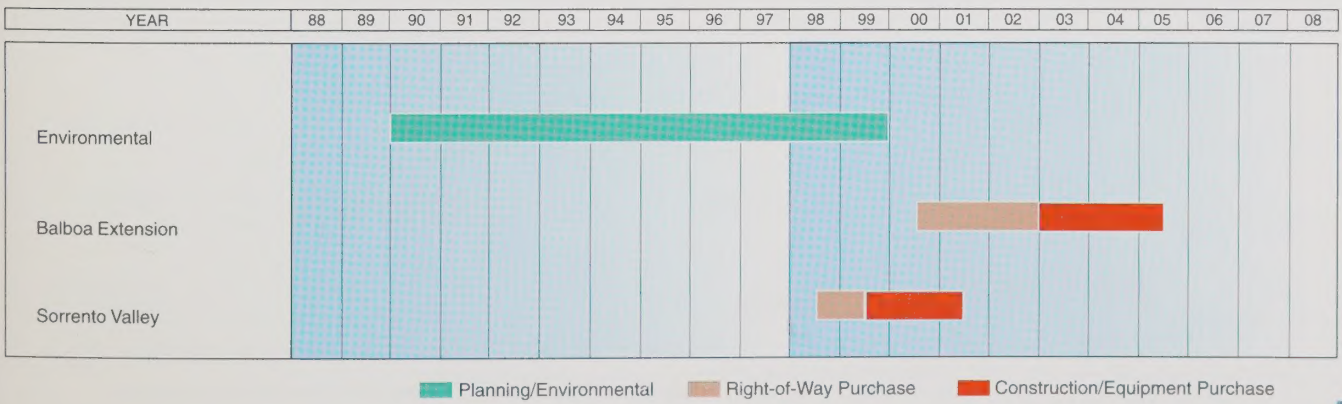
RIDERSHIP: 3,000/day (2015)

COMPLETION: 2005

EXPENDITURES TO DATE:

TransNet Sales Tax	$8.9 million
State Funds	1.1 million

TOTAL COST: $105 million


YEAR
88 89 90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08
Environmental
Balboa Extension
Sorrento Valley
Planning/Environmental
Right-of-Way Purchase
Construction/Equipment Purchase

COASTER EXPRESS RAIL

LENGTH: 42 Miles

EQUIPMENT: Diesel Locomotive

OPERATION: 18 Daily Trains Mon.-Thurs.
22 Daily Trains Friday
8 Trains Saturday

STATIONS: 8: (see map)

RIDERSHIP: 4000/day

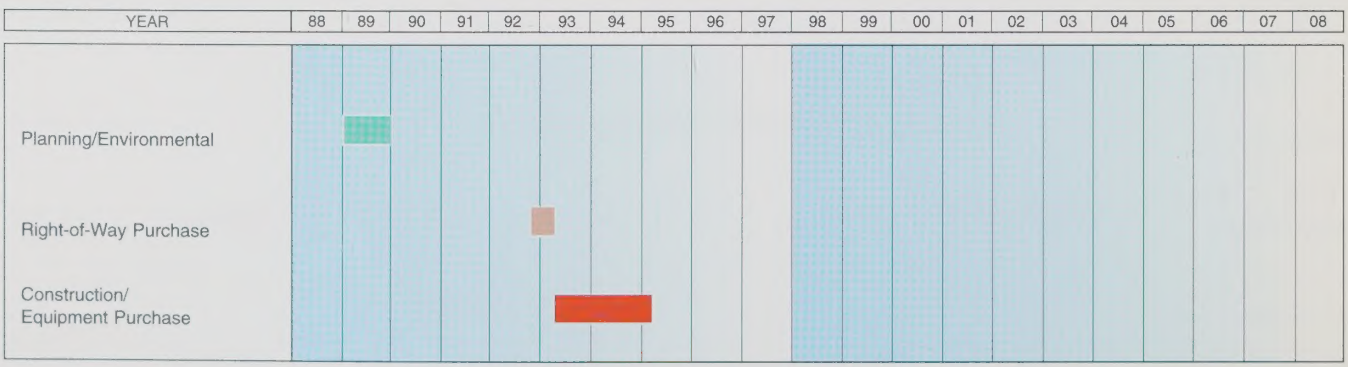
COMPLETION: 1995

OPERATOR: Amtrak/NSDCTDB

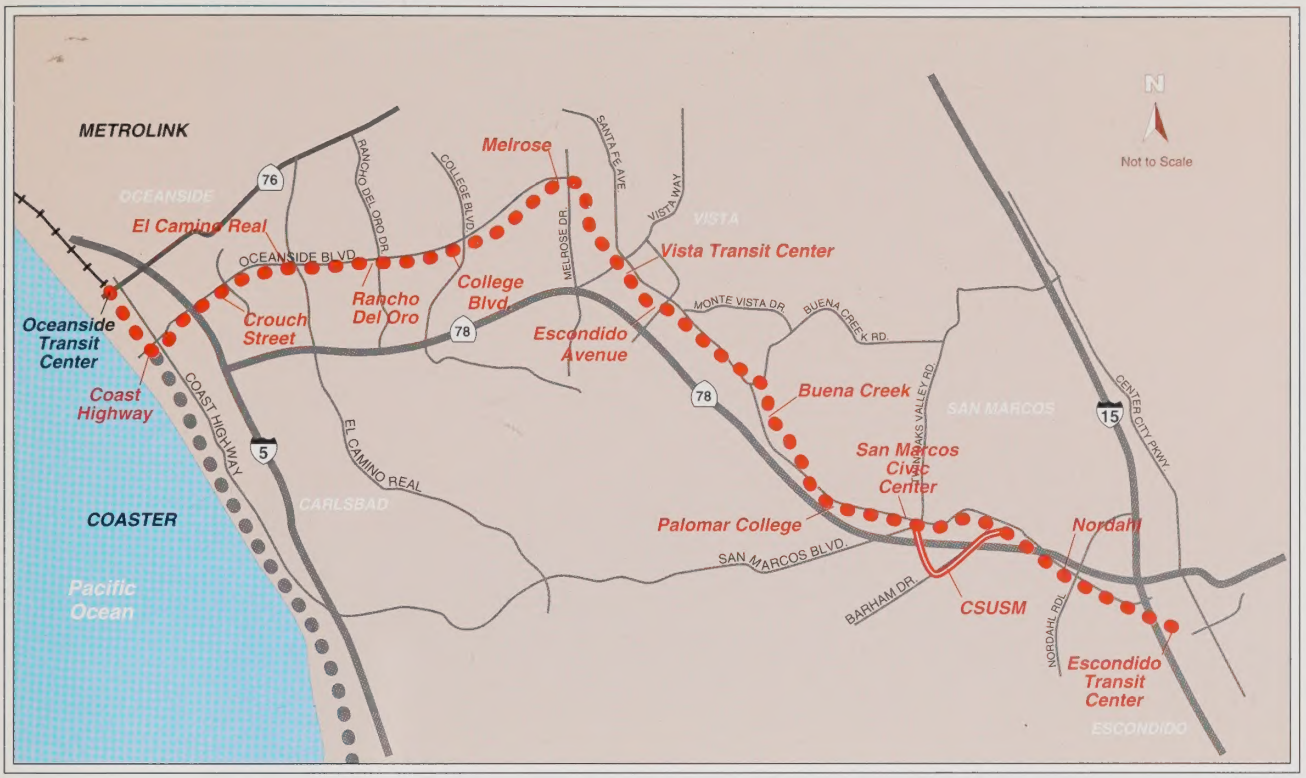
EXPENDITURES TO DATE:

TransNet Sales Tax	$ 87 million
State & Other Funds	102 million

TOTAL COST: $ 189 million



OCEANSIDE - ESCONDIDO RAIL



LENGTH: 23.7 miles (22 miles plus 1.7 mile CSU San Marcos Loop)

EQUIPMENT: Diesel Multiple Unit

OPERATION: Every 30 minutes

STATIONS: 14: (see map)

RIDERSHIP: 14,000/day (2015)

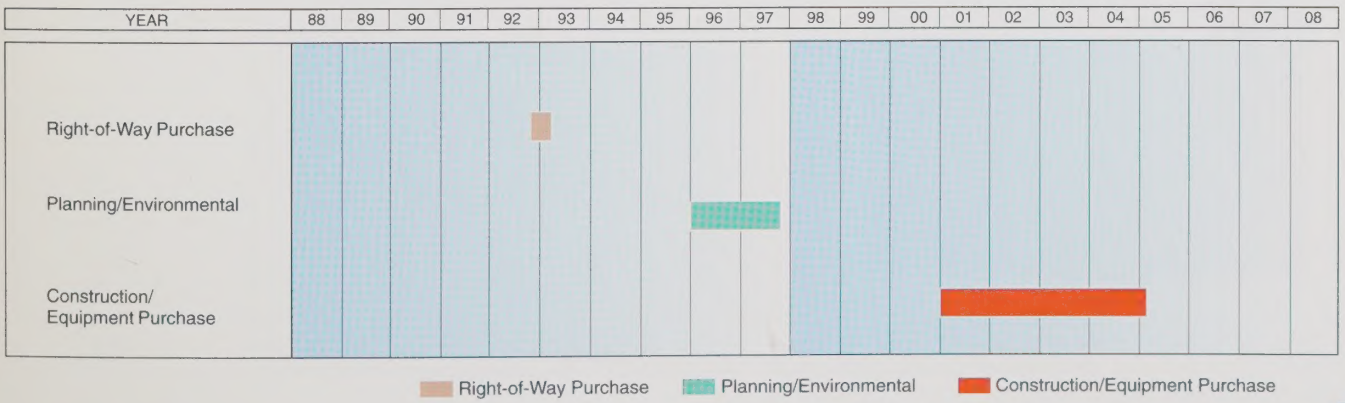
COMPLETION: 2005

OPERATOR: NCTD or Contract Operator

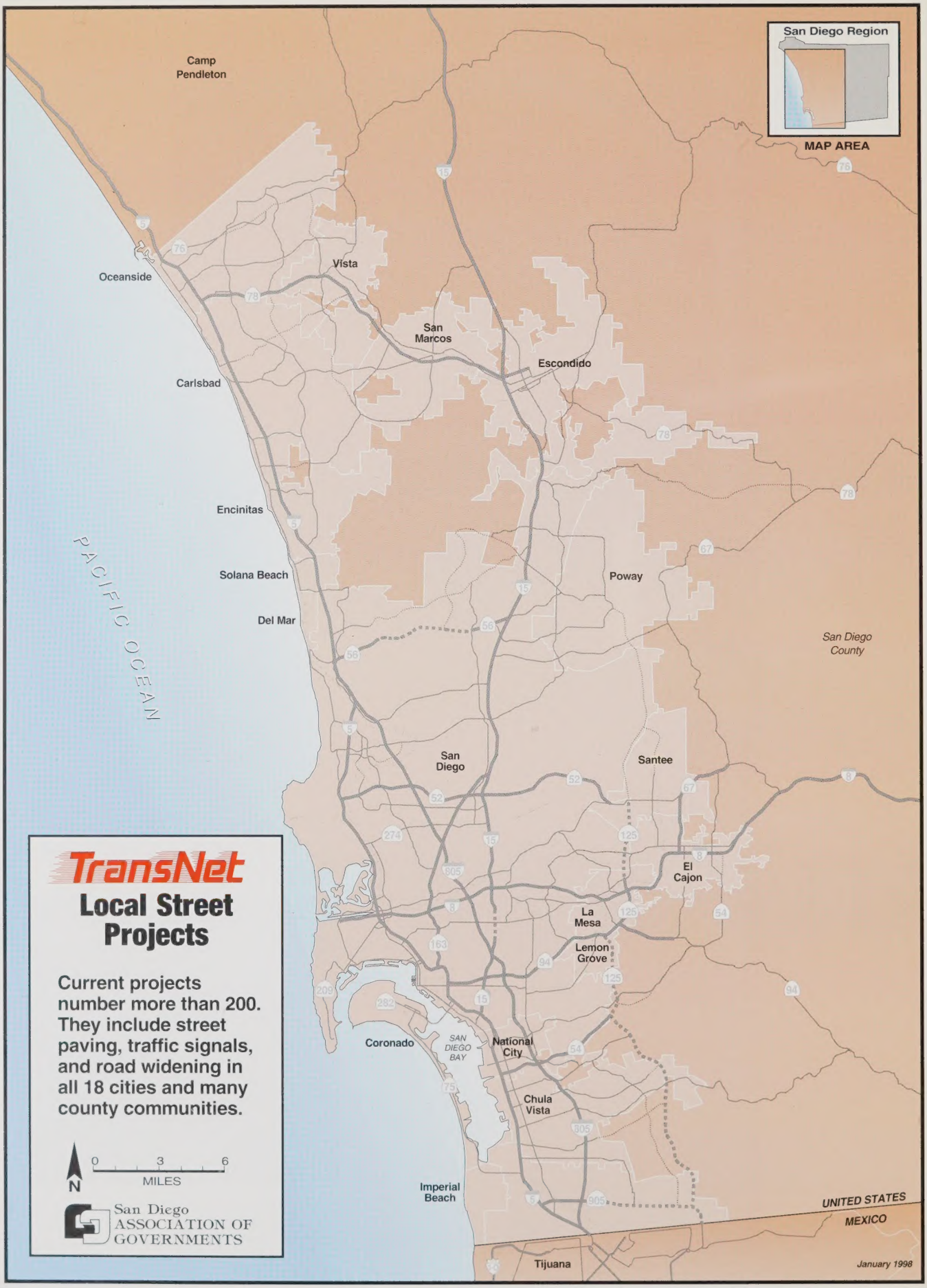
EXPENDITURES TO DATE:

TransNet Sales Tax	$26.1 million
State Funds	18.0 million
Federal Funds	2.2 million

TOTAL COST: $194 million



Local Streets


San Diego Region
MAP AREA
Camp Pendleton
Oceanside
Vista
San Marcos
Escondido
Carlsbad
Encinitas
Solana Beach
Del Mar
PACIFIC OCEAN
Poway
San Diego County
San Diego
Santee
El Cajon
La Mesa
Lemon Grove
Coronado
SAN DIEGO BAY
National City
Chula Vista
Imperial Beach
UNITED STATES
MEXICO
Tijuana
January 1998
TransNet
Local Street Projects
Current projects number more than 200. They include street paving, traffic signals, and road widening in all 18 cities and many county communities.
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MILES
San Diego ASSOCIATION OF GOVERNMENTS

Local Streets

Each of the region's 18 cities and the county government are using a third of TransNet funds to improve the local street network. One billion dollars is being made available to the 19 local jurisdictions to help reduce the backlog of maintenance and to provide for repair and construction of needed local road projects.

TransNet is helping local communities throughout the region to fund street paving projects, make traffic signal and safety improvements, and construct and widen streets and bridges to help relieve existing traffic congestion.

Each year, the region's cities and the county prepare a list of street projects which will use TransNet funds. The current seven-year list includes more than 200 projects totaling more than $360 million.

The following table contains the totals of TransNet funds allocated to each jurisdiction for local street projects during the first ten years of the program.

Jurisdictions	***TransNet Disbursements***
Carlsbad	*6,019,250*
Chula Vista	*19,175,600*
Coronado	*3,688,654*
Del Mar	*1,247,045*
El Cajon	*16,295,187*
Encinitas	*22,261,266*
Escondido	*14,365,909*
Imperial Beach	*3,734,555*
La Mesa	*10,316,400*
Lemon Grove	*4,161,084*
National City	*8,060,500*
Oceanside	*18,087,350*
Poway	*20,132,790*
San Diego City	*173,063,681*
San Marcos	*6,431,350*
Santee	*10,131,626*
Solana Beach	*4,907,211*
Vista	*16,460,000*
County of San Diego	*87,162,598*
Total	***$ 445,702,057***

Receipts, Bonding, Administration

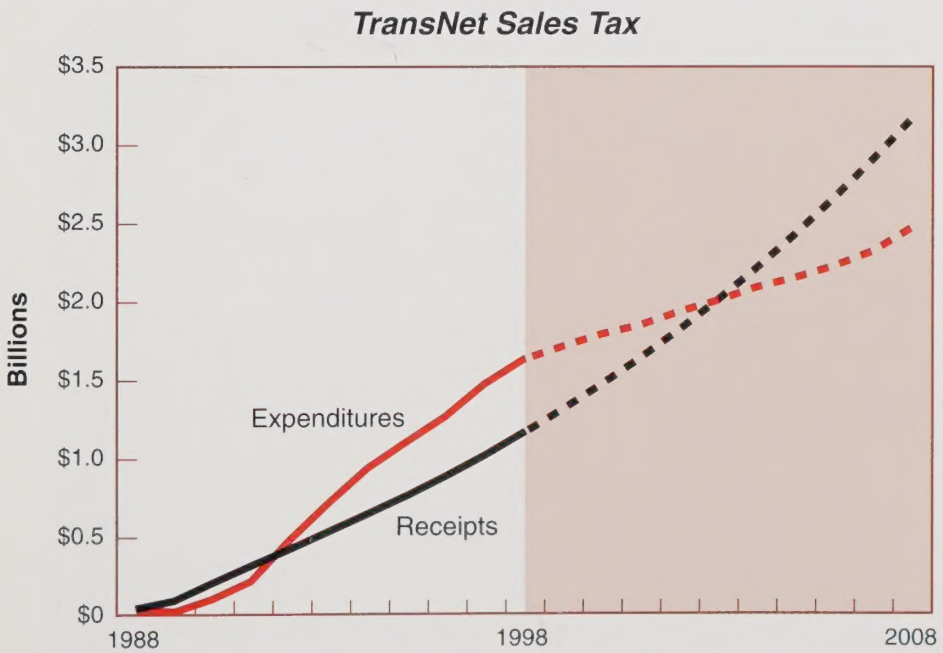
Receipts, Bonding and Administration

Total local transportation sales tax receipts since the inception of the TransNet program are more than $1.2 billion. The TransNet measure also allows SANDAG to sell bonds in an effort to get needed projects on line as soon as possible and improve traffic flow.

To date, SANDAG has issued more than $900 million in sales tax revenue bonds for highway improvements, trolley car purchases and line extensions, commuter rail service, right-of-way acquisitions, and local community road projects.

As authorized by the 1987 ballot proposition, SANDAG spends less than 1% of the total transportation sales tax revenues collected each year to administer the TransNet program.

As the graph below illustrates, SANDAG's decision to bond a portion of the TransNet program enabled expenditures to exceed receipts in the first ten years to speed highway construction, trolley extensions, commuter rail service, and local street improvements. In the waning years of the program, sales tax receipts will be used to pay off the bonds and complete the remaining projects.



TransNet's Future

1998-2008

U.C. BERKELEY LIBRARIES
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TransNet's Future

So what does all this mean to the residents, business people and visitors traveling around the region each day?

They can view TransNet as a balanced program that is making significant improvements to the region's highway system, public transit system, bicycle facilities, and the streets and roads around our homes.

TransNet has jump-started many critical transportation projects that otherwise would have gone unfunded. It also has bolstered our local economy, particularly during the recession of 1991-1995, by providing more than 60,000 jobs to the region.

SANDAG has been able to expand and improve the San Diego region's transportation system because the TransNet program provides a local funding source, under local control, allowing local priority setting, for those projects most needed to meet the region's transportation needs.

The TransNet ½% local transportation sales tax is set to expire on April 1, 2008. Policymakers, and ultimately the voters, will decide the fate of the TransNet program beyond 2008.

In the meantime, TransNet will continue to help fund more sections of highway, further expand the Trolley system, provide a commuter rail linking the communities between Oceanside and Escondido, maintain neighborhood streets, and most importantly, continue to keep residents and business people on the move in our region.

1998-2008

TransNet

1988 - 1998

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